



ML Egeria Charters

The Motor Yacht Club of Tasmania is home to the ML Egeria, a classic antique vessel built from Huon Pine and Teak in 1941. The 18.9 metre "Egeria" served as a Naval Auxiliary launch during World War 2, and as transport for Royalty, and is now available for charter.

Charter Rates

\$800*

up to two hours

*(preferred minimum two hour hire,
shorter periods by negotiation)*

\$1150*

up to three hours

\$1550*

four to five hours

\$2000*

up to eight hours *(full day)*

Pickup/Drop off in the City or Bellerive - \$100

**Above rates are a guide only, which may vary subject to
individual charter requirements.*

*Christmas Eve, New Years Eve, New Years Day,
Regatta Fireworks, Easter and special events by*

Phone 03 6243 9021

Email admin@myct.org.au

Web www.motoryachtclub.org

- Capacity up to 26 passengers
- Comfortable amenities
- Fully catered or self catering

To confirm your charter reservation, a 20% deposit is required. Full prepayment is required a minimum of 48 hours prior to departure.

Cancellation Policy

Should you wish to cancel your charter reservation, a minimum of 24 hours notice is required. Cancellation within 24 hours prior to departure will incur a 20% cancellation fee. A rebooking fee may apply.

We are grateful to the Tasmanian Community Fund for their funding of Egeria's major maintenance and renovations





The history of the ML Egeria

In August 1941 two Thornycroft diesel engines arrived from England for the new *Egeria* which was taking shape in Purdon and Featherstone's yards (at *Battery Point*). The replacement vessel - 62 feet in length and 13 feet 4 inches in the beam, with a draft of 4 feet 8 inches - had been commissioned before the outbreak of the war.

The wheel from the old steam *Egeria* was installed in its successor and the new vessel was launched on **30 October 1941** by the wife of the Master Warden, Mrs. L.F Piesse.

In March 1942 the Harbour Master reported that the *Egeria* was as safe berthed in Watermans Dock as anywhere. A week later the Board received a visit from Lieutenant Rodway of the US Army in Australia, who had been instructed to obtain small craft for use in the combat area of the South-West Pacific Zone. He had his eye on the *Egeria*.

The Board apparently did not hesitate to agree to sell the vessel at its actual cost plus 10 per cent, perhaps fearing that the Royal Australian Navy would otherwise requisition it. If so, its fears proved well-founded for just as this mutually agreeable deal was being concluded a month later, the RAN did indeed request the launch.

The RAN then informed the Board that the vessel was urgently required, but that it would not be purchasing it. The Board refused to hand over the *Egeria* on this basis, to which the District Naval Officer replied that it would be requisitioned on 22 June. But the Board was not inclined to give up without a fight, and after some effective work in Melbourne by the Master Warden, the RAN agreed to purchase the vessel as per valuation, which was determined to be £10,450.

While the Americans had planned to use the *Egeria* in the island north of Australia, The RAN had a more prosaic role for her as a patrol boat in the Derwent - renamed *Tasma* so that the Board could retain its favoured name.

By July 1944 the Navy no longer needed the *Tasma/Egeria* and the Board resumed possession on 20 September 1944, having carried off a very smart deal whereby it persuaded the Navy to accept £4,250. The launch resumed its old name and was fitted with two new engines that had been intended for its successor.

The queen of the fleet, *Egeria*, was as loved and prized as ever. She undertook no common tasks, but carried important visitors on tours of the port and appeared on all ceremonial occasions.

A small piece of history from the book "Capital Port"
A History of the Marine Board of Hobart
1858 - 1997